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[redacted]
copy 4 of 5

4 April 1956

MEMORANDUM FOR THE RECORD

SUBJECT : Meeting at Westinghouse Air Arm, Baltimore, Regarding Utilization of Radan with APQ-56 Type Radar

1. Time and Place of Meeting: The meeting was held 3 April 1956 in the Engineering Office of Westinghouse Air Arm, Friendship Airport.

2. Attendees:

[redacted]

Westinghouse
Westinghouse
GPL
Project
Project

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3. Discussion:

a. Before [redacted] arrived, [redacted] gave the Project personnel a tour of the portions of the plant producing the Project equipment. Item number 1 will be completely assembled by 7 April and then undergo component and assembly tests. System tests will be completed by 15 May. [redacted] recommended immediate shipment to Lockheed for installation. He felt that pilot training, if desired, should take place at Watertown with item 1 or at Friendship with item 2. If the former is desirable, security clearances for Westinghouse pilots and crew chief on the B-17 should be initiated at once. Also arrangements should be made to clear the B-17 into Watertown. In any event, if pilot training on the B-17 is desired, approval of the Air Force bailment officer will be required.

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b. [redacted] was informed that Commo is processing the necessary papers to install the TWX machine in his plant.

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c. When [redacted] arrived, he proceeded to brief [redacted] and [redacted] and the Radan details that would be of interest to them. [redacted] reciprocated by outlining the APQ-56 features that concerned G.P.L.

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d. As a result of these discussions, both G.P.L. and Westinghouse feel that completely automatic data transfer from Radan to the APQ-56 is possible. It will entail a revision of the APQ-56

APPENDIX

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control panel as well as a possible modification to the Radar indicator unit. [redacted] were to plan a method of attack for this problem and recommend appropriate action.

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e. As an out growth of the discussions of Radar AFQ-56 compatibility, it became obvious that a navigational capability was present when the two systems were combined. This combined system would have available within its "black boxes" signals proportional to distance, in miles, traveled in an assumed direction of flight and the distance, also in miles measured at right angles to this line, the aircraft has drifted. The weight penalty for bringing this information out in counter form for the pilot's use in navigating will probably be less than two pounds. [redacted] was requested to pursue this matter and submit a proposal for the necessary equipment modification.

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f. [redacted] was given three pre-signed copies of letter contract NM-107C for transmittal to [redacted] at G.P.L. After reading them, [redacted] saw no reason for any questions or objections to be raised. [redacted] was requested to return two signed copies as soon as possible.

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4. Action:

a. Westinghouse is to explore the requirements for equipment changes to make Radar and AFQ-56 Radar compatible.

b. G.P.L. is to return the signed contract as soon as possible.

c. The Project is to make arrangements for pilot training using the AFQ-56 in the F-17.

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HAK:kjw (4/5/56)